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Hongkong Daily Press.

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Elegantly Furnished, Drawing
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Private Bar and Billiard Rooms for Hotel
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Dining Accommodation for 300 persons.
Private Dining Rooms.
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Exits on every floor.

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For Terms, apply to the
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
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All comforts of a home.
A most pleasant retreat for those desirous of
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily, to and
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(1903)

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THIS favourite and long-established Hotel
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The Bedrooms are large, cool, airy, well
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Cuisine is excellent and is under direct Euro-
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is provided for the use of visitors, at reason-
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A Military Band plays in the Gardens, close
to the Hotel, three times a week.
Sea Bathing.
Steamers to and from Macao every morn-
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WM. FARMER,

Proprietor and Manager. (1903)

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PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. It cools the skin and removes irritation at once.

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An absolute specific for Ringworm and Dhobi Itch.

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Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing it is without equal.

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pressa, Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12

BIRTH.

On the 28th August, at 9, Scotch Road, Shanghai, the wife of F. A. D. St. Croix, of a son, DEATH.

On the 22nd August, at Kobe, MAKIE LOUISE MARR, daughter of Mr. and Mrs. GOMES, Jun., aged 1 year and 8 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND SEPTEMBER, 1903

THE announcement, which was first made in a concrete form yesterday, of the appointment of Sir HENRY A. BLAKE, our present Governor, to the Governorship of Ceylon, which will be vacant on the departure for home next month of Sir JOSEPH WEST RIDGEWAY, does not come as a surprise, since it is many months now since it was freely suggested that Sir HENRY BLAKE would succeed Ceylon's departing Governor, provided that Sir J. WEST RIDGEWAY's term were not prolonged. Enquiry at Government House yesterday with regard to the report of the appointment only elicited the reply that "the Government has no communication to make on the subject." This was only to be expected. There are formalities in connection with official news which make it travel slow. Nevertheless we may take it for granted that REUTER'S statement of Sir HENRY BLAKE'S appointment is perfectly true. Ceylon is already preparing for the departure of its present Governor, and we may assume therefore that Sir HENRY BLAKE will be called upon to take up his duties there very shortly. As the Secretary of State for the Colonies pointed out in Parliament recently, Sir HENRY'S term does not expire until November in next year. As a matter of fact, His Excellency set foot on this island on the 25th November, 1899, and has therefore governed with the exception of such intervals as he has been absent on leave, for three years and

nine months, and, should he leave us at the same time as Sir J. WEST RIDGEWAY leaves Ceylon, will almost have completed four-fifths of his full period. It would be premature yet to review the chief features of Sir HENRY BLAKE'S eventful governorship here, which has seen so many changes and vicissitudes, and yet such constant growth, in the Colony of Hongkong. This can be more fully done when it becomes necessary to take final leave of His Excellency. In the meantime we beg to offer our congratulations to him on his new appointment. Though there is not very much pecuniary difference between the emoluments of the two posts, it cannot be denied that from Hongkong to Ceylon is looked on in Colonial Office circles as a very high promotion. More arduous, however, the position at Colombo can hardly be considered. Indeed, we should doubt whether a more difficult governorship in many respects than that of Hongkong can be found. It is calculated to try the abilities and tact of the strongest of officials. Much speculation will be rife as to Sir HENRY BLAKE'S successor, and in Hongkong, at this difficult period in its history, much anxiety will be felt until we hear the name of our thirteenth Governor. Such candidates as have been suggested hitherto may be dismissed, for obviously the suggestions were based upon no more than a lively imagination. We most earnestly hope that the home Government will not forget that Hongkong is an ever more rapidly growing place, the administration of which yearly grows more laborious, mentally and physically, to him who has to bear its burden. We believe that the next appointment will have a most important effect on this Colony's future. It is unnecessary to dwell upon the difficulties which will confront the new Governor. In the housing question alone he will have before him a task of enormous magnitude. Under Sir HENRY BLAKE'S rule Hongkong has begun to tackle that question seriously, but that there is a very long way to go before it can be settled satisfactorily who will deny?

The English mail of the 1st ult. was delivered in London on the 31st ult.

No cases of plague were reported during the 24 hours ended at noon yesterday.

Yesterday was the day on which partridge-shooting commenced. The weather was not very propitious for Hongkong sportsmen.

Some people are a ver satisfied. Government servants who are paid in compensation dollars grumbled yesterday on finding that the rising dollar had the effect of docking their pay, and they pray that it may soon fall to 1/6.

There is a rumour in Peking that the present Shanghai Tao-tai will be dismissed, and Ching Kuan, who has made himself notorious as a tool of the Empress Dowager's party and a zealous reformer-hunter, will be appointed his successor.

We would remind our readers of the concert to be given in the Theatre Royal to-night for the benefit of "Alva the Great," conjurer and hypnotist. Some of the best local talent has been secured for the occasion and the entertainment should be a very good one.

Six Chinamen have been arrested on suspicion of being concerned in an armed robbery which took place beyond Kowloon City on Saturday night last. Patrols of police watched the hills all night when the robbery became known, with the result stated. The prisoners have not yet been charged.

The Tientsin correspondent of the N.C. Daily News says it is reported that the Russians, having secured the bonds of the extramural (Shanghai-Kowloon) railway line, are now arranging to assume control of the direction. Mr. M. T. Liang, Director of the Imperial Railways of North China, went on the 26th ult. ostensibly to view the damage done to the line, but it is believed that he has really gone to consult the Russian officials.

An Ostasiatische Lloyd message dated Tsing-tao, 27th August, says:—Twenty-five mostly very heavy criminals, who were occupied in building a street near Syfang, knocked down a German soldier on police duty and wounded three Chinese policemen. Twenty-one of them then fled. The troops of the Garrison of Tsing-tao are patrolling the country and have already captured several of the men. The soldier was brought to the hospital, where he was found to have had his skull fractured in different places.

Commencing to-day, an engrossing new serial story will run bi-weekly on page 5, entitled *A Lurking Phantom*—a story of love and mystery, by John Blomdelle-Burton. Mr. Blomdelle-Burton is the author of several well known novels, including *The Hispaniola Plate*, *The Scourge of God*, *A Bitter Heritage*, and more recently, *The Year One*. Though educated originally for the Army, he did not continue in this intention but migrated to America, living for a time both in Canada and in the United States. Afterwards he corresponded for English and French papers and became special correspondent for the *London Standard*. He has travelled on the continent, but lives now in London. His new serial will be found well worth reading.

Consequent upon the rise in the value of the dollar, Messrs. H. Price & Co., wine and spirit merchants, 12, Queen's Road, notify reductions in their price-list.

Pollard's Lilliputian Opera Company was playing at Seattle, Washington, at the end of July, and achieving great success in *The Belle of New York* and *Dorothy*.

In its despatch to the Secretary of State, the Government of India has advised a liberal improvement in the pay and conditions of service of the Indian Medical Service such as will, it is thought, meet all reasonable grievances.

A Reuter message from Washington, dated August 1, states that "an official denial is given to the report that orders have been issued to the United States European squadron to proceed from Lisbon to Japan. There is at present no intention to send the squadron to Japanese waters." The U. S. squadron is of course now on its way to Beirut, if not already there.

The Bombay Presidency v. Parses match, which concluded in Bombay on the 14th ult., was notable chiefly for the fine all-round play of Mr. K. M. Mistry, who scored 56 and 49 and took 11 wickets for 98 runs. He quite outshone every one else, though Lieut. Weatherly in the Presidency's second innings hit up 63. The Parses won easily by 140 runs (170 and 164 against 78 and 116).

It is reported from Canton that General Pang, finding that the Kwangsi rebels have been showing a friendly disposition toward the Cantonese troops in the Imperial army (who presumably have reciprocated), whereas they are animated by great hatred against the Hupsh troops, conceived the idea of dressing his Hupsh men in Cantonese uniform, with no small amount of success. The Kwangsi shop-people have been showing a far more friendly spirit toward the rebels than toward the Hupsh soldiers.

The *Petit Var* last month stated that the dock authorities at Toulon asked the French Minister of Marine whether it was necessary to furnish the cruisers *Sully* and *Dupetit Thouars* with anchors and chains for a long voyage. The reply was that this must be done in the case of the *Sully*, as it was intended to send her to the Far East. With regard to the *Dupetit Thouars*, she has not yet sufficiently advanced for the matter to be decided one way or the other. The *Sully*, together with the *Guichen* and *Montcalm*, will form a division of cruisers in these waters, as we have already reported.

The reappearance of the plague in regular epidemic form, says an Allahabad despatch dated August 18th, is now past any question. In Central India both Mhow and Indore have been suffering severely during the last fortnight. In the former case not less than 10,000 people have left the place, yet the deaths on the 11th instant were, returned at 38 and on the 12th at 40. The large Parses community at Mhow has lost several of its members. All the native schools there and at Indore have been closed, even the Raj Kumar College. The Camp Bazaar at Indore, in which the plague started, is now totally deserted.

Reuter's Peking correspondent writing on the 2nd August said:—Peking is witnessing a return to the conditions which followed the coup d'Etat of 1898. Political discussion among the Chinese, which increased under the Court's recent policy of friendliness towards foreigners, has suddenly stopped. It is difficult to find a Chinese who is willing to mention politics or the tragic end of Sun Chien, although this is the only topic of conversation among trusted friends. The officials are particularly reticent. The affair is disappointing to the foreigners, who hoped that the Dowager Empress's association with the Legation ladies would have prompted more enlightened views.

According to an official report received in Japan, a heavy storm had been raging in Formosa since the 19th ult. The south and centre parts of the island were the most seriously affected, and all the rivers and streams overflowed. The lower Tamsui River rose to a height that has never been witnessed since the annexation of the island. Much damage was done to the crops and property along the course of the river. Many houses were damaged and flooded in Changsha, Tainan, Eusuko, Kagi, and Koshun districts, and communication with these places was completely cut off. The telegraph lines are all down. Traffic on the railway had to be suspended between Takow, Tainan, Shinchiku and Byortan on account of the damage to the line. In the Tainan district 48 houses collapsed and 45 were badly damaged, while the whole of the city of Eusuko was flooded.

In reply to Mr. Dillon, Lord George Hamilton made the following written statement in the House of Commons on the 3rd ult.:—The negotiations shortly to commence will deal with difficulties which have arisen in the conduct of trade between India and Tibet under the regulations drawn up and signed by British and Chinese Commissioners in 1893 to give effect to the Convention of 1890 between Great Britain and China. The negotiations will also deal with grazing and other disputes on the northern frontier of Sikkim and Tibet, which were laid down in the convention. This convention and the regulations have been published as a Parliamentary return [C. 7,312 of 1894]. As to the commercial resources of Tibet, there are no papers which I can lay on the table of the House. The imports from Tibet into India during the last five years averaged £215,000 per annum. The chief article of import is wool. A certain amount of borax, musk, salt, and living animals is also imported.

A total failure of the Formosa sugar-crop is feared.

Mr. Ho Took desires us to state that he had no interest whatever in any of the tenders for the Opium Farm.

Mount Kirishima, a noted volcano in Hyuga province, Kyushu, was in eruption when the last mail left Japan.

So had have the floods in Kashmir been that Lord Curzon has been obliged to abandon his projected tour to that state.

We should have stated yesterday that Mr. Herbert William Bird (not Reid), A.R.I.B.A., had been admitted a partner in the firm of Messrs. Palmer & Turner, architects.

At a temperance meeting in Calcutta last month it was stated, regarding country-made liquors, that an analysis showed them to contain twenty times more fusel oil than is found in matured Scotch whisky.

There was nothing known in Ceylon a fortnight ago of a prolongation of Sir J. West Ridgeway's term of office as Governor. The ladies of the island were preparing to present Lady Ridgeway with a parting gift as a personal souvenir.

A revolt of Burmese schoolboys has occurred owing to a circular by the Director of Public Instructions requiring the boys to observe Burmese methods of salutation and etiquette, instead of European methods. 550 pupils absented themselves one day from the Government Collegiate School.

The following curious paragraph appeared in the N.C. Daily News last week:—Enquiries are being made as to the identity of the large foreigner with the dark mustache who drove up to the gate at the Telegraph Company's premises on the 2nd at 8.52 a.m. yesterday, took the whip out of the socket, and thrashed with it a respectfully-dressed Chinese woman.

For smuggling dutiable goods from Hongkong into Manila on the transport *Secard*, Captain Harry B. Chamberlin, Quartermaster, U.S. Army, has been sentenced to pay a fine of \$500 in currency of the United States, in default of which payment, he is to be committed to Bilibid until the fine is paid at the rate of one day for each five dollars. Captain Chamberlin has got stay of execution granted and been liberated on his own recognisance.

According to a Siberian paper, the *New Frontier Region* [?], quoted by the *Novoe Vremya*, Chinese newspapers announce the following:—"The Chinese Government received from its representative in Tibet a report that the Russians, who had previously carried on secret negotiations for making excavations and geological researches, had now 'infiltrated' Tibet with several hundred Cossacks, who, it was stated, were travelling through that country with permission of the Chinese authorities. On receipt of this report, Prince Ching at once sent a note to the Russian Minister, asking for explanations and requesting the immediate withdrawal of the Russian cavalry from Tibet, to which the Russian Minister simply replied that he knew nothing about it. The Chinese Government then informed its representative in Tibet that no such permission had ever been given to the Russians, and instructed him to watch every movement of the foreigners, while at the same time refraining from all violent measures in regard to them." The Chinese have evidently not forgotten the consequences of violent measures attempted many years against the "scientific" expeditions of Prjevalsky, whose Cossacks, when attacked, simply shot down the Tibetans without fear or compunction.

APPLICATION FOR LIQUOR LICENCE REFUSED.

A meeting of H. M. Justices of the Peace was held at the Magistracy yesterday afternoon to consider an application from Louis Comar, proprietor of the Main Hotel, 61, Des Vœux Road, for a publican's licence to sell and retail intoxicating liquors on the above premises. Mr. J. H. Kemp, Acting Police Magistrate, presided, and the other Justices present were Captain F. W. Lyons, Mr. J. B. Wood, Mr. F. Browne, and Mr. C. D. Malabarrie.

Captain LYONS opposed the application on the ground that the applicant had been convicted of infringing the terms of his adjutant licence, and moved that it be refused.

Mr. MALABARRIE seconded the proposal. The application was unanimously refused.

THE "EMPRESS OF INDIA'S" COLLISION.

The N.C. Daily News of the 20th ult. says:—"We learn that on her arrival here to-day the R. M. S. *Empress of India* will be arrested on behalf of the Viceroy at Nanking; the owner of the cruiser *Wengtai*. There having been loss of life, the *Empress*, if in fault, is liable for £15 a ton, say £90,000, and a bond, we presume, will have to be given for this or some smaller sum by the agents of the Canadian Pacific Railway. We learn that Messrs. Stokes and Platt are retained for the *Empress* and Messrs. Drummond and White-Cooper for the *Wengtai*. The theory that the *Empress* struck the *Wengtai* with her starboard propeller when the two vessels closed is supported by the fact that the four blades of the former's starboard propeller had to be changed in Hongkong, in addition four or five plates on the starboard side had to be dealt with, and some superficial damage to the superstructure made good."

Mr. D. E. Brown, local agent for the C. P. R. Co. left for Shanghai on the *Loric* yesterday, in connection with this affair.

TELEGRAMS.

REUTER'S SERVICE.

THE GOVERNORSHIP OF HONGKONG.

SIR HENRY BLAKE TRANSFERRED TO CEYLON.

LONDON, 31st August.
Sir Henry Blake, the present Governor of Hongkong, has been appointed Governor of Ceylon.

[The above telegram is published this morning by kind permission of the Hongkong General Chamber of Commerce.—Ed. D.P.]

THE BALKANS—ANOTHER CANARD.

LONDON, 30th August.
A mass meeting has been held in Belgrade, at which the Government was urged to intervene on behalf of the Macedonians.

It appears that the volley fired at the Austrian Consulate at Uskub was simply a party of Albanian reservists, who according to custom fired a volley in the air when joining the colours, and some shots accidentally struck the Consulate.

THE "AMERICA" OUP.

ANOTHER POSTPONEMENT.

Messrs. Shewan, Tomes & Co. kindly informed us yesterday that they had received the following telegram despatched from New York on the previous evening:—

No race; light wind; postponed, owing to no wind. Will be resumed to-morrow (Tuesday).

DROWNING FATALITY.

A Chinese schoolmaster residing in Kowloon City was drowned near Shatin, New Territory, on Sunday last, the police reported yesterday. He was bathing in company of some friends, and fell off a rock on which he was sitting into deep water. No one appears to have noticed the accident, or, if they did, to have been able to render assistance, and the unfortunate man was drowned. The body was recovered about one hour afterward by a villager, who dived into the water and brought it to the surface. Sergeant Clark, in charge at Shatin, and a native temple-keeper had previously tried to recover it by the same process, but without success.

LIGHT AND HEAT FROM COLD WATER.

A telegram dated Chicago, July 25, says:—Heat and light from cold water at nominal cost is claimed for a new invention now being perfected by Attilio Monaco, a druggist of Chicago. He says that he has found extensive chemicals which will separate water into its constituents, hydrogen and oxygen, and believes that he will be able to furnish gas for heating at 15 cents per 100,000 feet, and for lighting at 25 cents per 100,000, which will revolutionise the industrial world. "The process will cut the cost of light and heat to one-fourth of the cost of what it is now," said Monaco to-day. "My invention is not yet perfected, but I hope to have it in practical shape within a short time." Water can be reduced to hydrogen and oxygen by means of electrolysis, which is simply decomposition by means of electricity. The cost is prohibitive, however. The oxyhydrogen blast will generate almost the most intense heat known to science, and may also be used for lighting purposes. Monaco claims that the simple addition of some chemicals, known only to himself, will decompose the water rapidly and effectively. It then only remains to store the two gases in tanks. The inventor is twenty-six years old and a native of Italy. He conceived his idea at Naples five years ago, and has been working on it ever since. He has studied chemistry in the New York School of Pharmacy and in Italy. He maintains that his invention will revolutionise the lighting and heating of the entire world.

RUSSIAN AMBITIONS IN NORWAY.

A striking article in the *Européen* (Paris) entitled "Northern Norway and Russia," calls attention to the efforts of Russian emissaries to pave the way for an intervention in Northern Norway which would give Russia an opportunity of seizing an ice-free port on the Atlantic. The writer mentions a secret report of General Orloff, the Russian commissary of the Tzar in Norway in 1840, dwelling upon the desirability of securing a port on the Norwegian coast. The writer also refers to the recent efforts to extend Russian influence among the Laplanders in those districts, and even among the pure Norwegians. The Russians have profited by the discontent of the fishing population to excite hostile manifestations against the Norwegian Government and the Storting. It is even reported in a local journal that Russian officers have invited the fishermen to appeal for the protection of the Russian Government. The Norwegian authorities have instituted an enquiry into this affair. Both the Norwegian and Swedish Governments have erected fortifications in view of the apprehended danger. But the effective defence of the northern coast districts would be very difficult. The writer concludes by asking whether Europe will remain passive in presence of an attempt on the part of Russia to absorb Northern Norway, or whether it will realise that Russia, with ports and a powerful fleet on the Atlantic, would be a formidable and constant peril for the Western States and for European liberty.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 31st August.

NOT FOR PUBLICATION.

It is said that since Viceroy Shun has come to know that the clerks and writers in the yamens in Canton have given items to newspaper men, and that the news published by the native daily papers relating to the matters in Kwangsi is false and discreditable to the Imperial troops, His Excellency in great anger has sent orders to the officials of all the yamens to reprimand their clerks and writers severely. The news that has been transmitted from Kwangsi to the yamens here is of such importance and so confidential that it is not allowed to be published, and should any of the writers dare to divulge anything, they are to be severely punished.

LI KA-CHUNG.

General Li Ka-chung has been captured and brought back to Canton in charge of Admiral Ho Chung-ying. He is imprisoned in the Fuyao gaol, and is to be tried by court-martial.

When the soldiers of Li Ka-chung heard that their general was captured and brought to Canton they deserted and went into the villages plundering money, clothing, and opium, and dividing the booty among themselves. No sooner had the rebels known that they were robbing and ill-treating the villagers than they marched against the soldiers and killed many of them, driving the rest into other villages to hide themselves. Shortly afterwards the troops returned to Canton by the gunboat *Fuk Po* under the command of Admiral Ho.

THE WHAMPOA DOCK.

The dock along the sea side of Whampoa has not been made use of for a long time, and H.E. Shun has ordered a *requisin* to make an estimate of the expenses to have it repaired. The latter estimated that a thorough repair will cost 50,000 taels, and a less complete repair 3,000 taels.

THE WRECK OF THE S.S. "SPOL."

The mystery of the unknown and deserted steamer flying signals of distress on the Amherst rock at the mouth of the Yangtze was cleared up yesterday, says the N.C. Daily News, of the 27th ult. During Tuesday there had arrived at Wosung two ship's boats containing the full crew, save one of the Norwegian steamer *Spol*, inward bound to Shanghai from Moji with a cargo of coals. They reported having left their vessel on the Amherst Rock, where they had struck about eleven o'clock on Monday night. Fine weather was prevailing and it was a clear though dark night when the vessel stranded; and the mishap was attributed to the strong net of the current, which carried the vessel ten miles off her supposed course. The ship's log showed that just before the disaster the Captain imagined himself to be in the neighbourhood of the Saddle Island; at the time of the grounding he was not on the bridge, and the vessel was in charge of one of the mates. The vessel struck by the bows and within five minutes the forehold was full of water. The crew stood by the pumps all night, but when morning arrived the Chinese refused to remain longer on board. There was a heavy swell on, and although the steamer was firmly hooked on the rock, her decks had been completely swept at high tide. One of the small boats was capsized in an attempt to get away, and it is feared a Chinese sailor was drowned, though he may have been picked up by some of the native craft around. Two other boats remained and, after hoisting the signals of distress, which were afterwards seen by the German steamer *Elita Nosack*, the whole crew, consisting of Captain Jepperson, two mates, three engineers, and 21 Chinese sailors, entered these and made for Wosung. They took with them the ship's papers, but nothing besides except the clothes they stood upright in. This was not due to a heavy gizzard, but for lack of space in the boats.

The *Spol* is practically a new boat and was only finished this year. She arrived out from home about two months ago and this was her second trip from Moji to Shanghai. She left Moji on the 21st instant with a cargo of coal for Shanghai. Her captain has known the coast for years. The registered tonnage of the *Spol* is 884 tons and she is capable of making nine knots in fine weather. Fitted with electric light, she is in every sense an up-to-date vessel, and the mishap is all the more unfortunate on that account. The owners are Messrs. Fearnley and Eger of Christiania, for whom the Ostasiatische Handels-Gesellschaft are the agents at Shanghai.

In its issue of the 29th ult. the N.C. Daily News says:—We understand that there is no truth in the rumour that the wrecked Norwegian steamer *Spol* has changed ownership. Representatives of the Shanghai Tag and Lighter Company were the first to board the stranded steamer after she had been abandoned by her officers and crew, and there was some talk of a claim by them to the wreck as a derelict, but the *Spol* remains a Norwegian steamer and we are informed that the agents, the Ostasiatische Gesellschaft, on behalf of the owners, will contest any claim beyond that of ordinary salvage. Meanwhile the Tag and Lighter Company are doing their best to save the vessel. No further news had been received from the wreck up to yesterday evening.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over E. Japan, risen over S. China. Pressure is low over the N. part of the Sea of Japan, and high over S. Japan and the Loobers. Gradual slight for SE. and S winds along the China coast and over the N. part of the China Sea. Forecast:—S. winds, light; weather improving.

POLICE COURT.

Tuesday, 1st September.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

FATAL COLLAPSE ENQUIRY.

The enquiry was resumed into the death of native workman who was killed through the collapse of a wall at Mui Kwai Lane on the 19th ult.

W. Danby, architect and surveyor, was examined. He stated that his firm were the architects of these particular houses in Mui Kwai Lane, and that he paid surprise visits to the works during their progress. He found that the arches had been "turned" with red brick and lime-mortar instead of with the red brick and cement-mortar specified; further, the angles of the houses were without tie-rods. Witness complained repeatedly to Mr. Haggard, of the Public Works Department (then an assistant to Mr. Danby), and also to Mr. Nevis, a Portuguese foreman, regarding the mortar. He insisted on the work being good, and had portions of brick-work pulled down and rebuilt over and over again; other portions the Chinese contractors failed to pull down and rebuild, although requested to do so. Then they got huddled up, applied to witness for some money on account, and after being told that they would get the money when they did what they had been told to do, stopped work and bolted. The wall that collapsed was built of bad mortar on the ground floor.

His Worship—How was it that this wall, which you say was built of bad mortar, was allowed to be constructed?

Witness—The reason was the lack of supervision on the part of the overseers and contractors.

His Worship—To what overseers do you refer?

Witness—To Mr. Haggard, Mr. Nevis, and the contractor and his leading foreman.

Proceeding, witness said it was Mr. Haggard's duty to visit the works every alternate day; Mr. Nevis was instructed and paid to be there every day and all day. On the occasions of his surprise visits witness always found Mr. Nevis in attendance somewhere on the job. He told Mr. Bellios—for whom the houses were being built—that he could not trust the contractors, whom he did not know and whose price was too low. It was a fight with the contractors from beginning to end.

The enquiry was, after further evidence, adjourned *sine die*.

"COFFIN-BREAKERS."

We recently described the working methods of the gang of thieves known as "coffin-breakers," whose attentions are mainly centred on the stealing of passengers' luggage on the Canton and Macao boats. They do not carry on their unlawful calling with impunity, however, as the records of the Police Court show. Yesterday his Worship imposed a fine of £50, with the option of two months' hard labour, on a native who was convicted of the unlawful possession of a box of clothing supposed to have been stolen from one of the Canton boats.

DISHONEST HOUSE-BOY.

On the complaint of Mr. A. G. I. Somerville, assistant, Messrs. Shaw, Tomes & Co., a servant-boy was sentenced to two months' imprisonment for the larceny of linen. In the possession of the defendant when arrested were found several articles—vases, spectacles, etc.—regarding which he could give no satisfactory explanation, and he was accordingly convicted of being in possession of goods reasonably suspected of having been stolen or unlawfully obtained. The penalty for the offence was a fine of \$50 or two months' hard labour, the sentences to run consecutively.

PICKPOCKETS AT WORK.

A Chinese hawker, who had just come back from the Philippines with more money than sense was strolling along Queen's Road with \$700 in one jacket-pocket and \$90 in the other, the ends sticking out in such a way as to be seen by everyone. As was to be expected, he was very soon marked by some desperate characters. They followed him into the Hung Fa Lau restaurant and there he was jostled by four men, one of whom succeeded in extracting the \$90 from his pocket and ran off with all speed. The hawker raised the hue and cry and made after him, and latterly managed to capture him. But just as the thief was caught he handed the spoil to a confederate, who in his turn went off as fast as his legs could carry him. Thereupon the victim of the robbery gave the first man into the custody of L. S. 73 Davis and ran after the second rascal. Him he also succeeded in running down, and when searched at the Police Station there was found in his possession \$70—\$10 in his shoes and \$60 up his sleeve.

When they were brought before the Magistrate, a previous conviction against one of them was proved, and he was sentenced to 12 months' imprisonment, while the other got a sentence of six months. In the case of each of them the first and last weeks of their terms are to be served in solitary confinement.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 3 p.m. on the 31st ult., and left again at 7 p.m. same day for Kobe, where she was due to arrive at 7 p.m. yesterday.

The P. & O. steamer *Borneo* left Singapore for this port on the 31st ult., at 4 p.m.

The Indo-China steamer *Namsang* left Calcutta for this port, via the Straits, on the 30th ult., and may be expected here on the 14th inst.

The N.Y.K. steamer *Asa Moro* (European Line) left Shanghai for this port on the 31st ult., p.m., and is expected here to-morrow, at noon.

The N.Y.K. steamer *Kumano Maru* (Australian Line) left Kobe for this port on the 1st inst., and is expected here on the 5th inst.

The O.S.S. steamer *Telemachus*, from Tacoma, left Hong Kong yesterday morning for Hongkong direct.

The O.S.S. steamer *Agamemnon* left Singapore on the 31st ult., and is due here on the 5th inst., p.m.

LATE TELEGRAMS.

[VIA SHANGHAI.]

THE BALKANS.

London, 27th August.
The Russian fleet is still cruising off the Bosphorus.

A great mass meeting held at Sofia has resolved to invite all Bulgarians to assist in securing the triumph of the Macedonians; and to memorialise the representatives of the Powers to secure their intervention.—N.C.D.N.

Berlin, 27th August.

Russia continues to handle the Macedonian question in a way which leaves her a free hand in East Asia. The Powers are making Bulgaria responsible for any breach of the peace. Italy reserves for herself the right of her own action in case that the Austro-Russian reforms fail. The British and French Press have a *bulletin d'essai* in regard to an European conference about Macedonia, but Russia is not favouring such a step.—O. Lloyd.

London, 23rd August.

The Macedonian Committee has sent to the Sultan and Powers a scheme for the administration of Macedonia by representatives of Europe, assisted by native representatives, with an international army of occupation.

The Sultan has now appointed Nasir Pasha as Commander-in-Chief in Macedonia, instead of Ibrahim Pasha, who was originally designated.

A bomb was thrown at the dining-car train south of Adrianople; two carriages were wrecked, seven persons killed and eighteen injured.—N.C.D.N.

[L'Echo de Chine says that there are 350 Turkish battalions in Macedonia. This is double the number of troops employed in the war between Turkey and Greece.]

TRANSVAAL WAR COMMISSION'S REPORT.

London, 26th August.

The report of the Transvaal War Commission has been published. It condemns the absence of a plan of campaign, which resulted in a plentiful crop of misunderstandings. It condemns the grave deficiencies in stores. It acknowledges the prompt and efficient treatment of the situation when the country was in the midst of a great war, but notes that the home defence was left dangerously weak.—N.C.D.N.

THE ZIONIST MOVEMENT.

London, 27th August.

The Zionist Congress has accepted the offer of territory in East Africa. It is an elevated tract two hundred miles long between Mau and Nairobi.—N.C.D.N.

[Mount Mau is about 100 miles due east of the Victoria Nyanza.]

WHITAKER WRIGHT'S TRIAL.

London, 27th August.

Whitaker Wright has been remanded to the 15th of September.—N.C.D.N.

RUSSIAN REINFORCEMENTS FOR THE FAR EAST.

Berlin, 27th August.

The new Russian Squadron, which has left Petersburg for the Far East, is expected today at Kiel, where it will coal.—O. Lloyd.

[VIA CEYLON AND RANGOON.]

THE KING'S SPEECH.

ADDITIONAL ITEMS.

London, 14th August.

The King's Speech says that he trusts that his visit to Portugal, Italy, and France has produced good results. "Nothing could exceed," said His Majesty, "the cordiality of my reception. The recent visit of President Loubet to England has given rise to a striking exhibition of mutual goodwill."

Later.

The King also said:—"The resettlement of the Transvaal and the Orange River Colony has greatly progressed, and the union of the South African Colonies for fiscal purposes is an important and necessary step in the direction of ultimate political federation. The return of more favourable seasons and an improvement in the finances of India have enabled an important reduction in taxation to be made, which His Majesty trusts will perceptibly ameliorate the condition of the people. Agriculture and trade continue to exhibit signs of sustained progress, while the most recent information regarding the present season's rain-fall, and promise of crops generally, is reassuring. Operations in Somaliland are not concluded, but the flight of the enemy's forces from their original position will enable a further movement under more favourable conditions." His Majesty then expresses gladness at his visit to his people in Scotland and Ireland. Their warm expressions of goodwill greatly touched him. The Speech dwells with the deepest gratification on the signs of increasing concord among all classes in Ireland, promising a new era of united efforts for the general welfare. Referring to the work of the session the Speech congratulates Parliament on passing the Sugar Convention.

INDIAN AFFAIRS.

THE ARMY QUESTION, ETC.

London, 13th August.

Mr. St. John Brodick, speaking at Godalming, said that India drew 75,000 soldiers from the British Army, and everyone with the Imperial instinct must wish the British and Indian armies to pull together; but, if he spoke simply from the point of view of the War Office, he would say "Let India find her own soldiers and it would be much better for us." The Indian forces might need a larger number and, probably must do so, but that was not the War Office demand or policy. It was the Indian demand and the Indian policy. The War Office had to make further provision, and found the way, and their proposal

was met with an outburst from the Indian Press. "But we are offering India," he said, "for a third of the price that for which she would have to pay three as much if she did it for herself."

In the House of Commons this evening Lord George Hamilton brought forward the Indian Budget, and said that he was glad to anticipate a considerable addition to the estimated surplus. The rainfall had removed all fear of a defective harvest. He dwelt upon the re-assertion of power of India. Mr. St. John Brodick's proposal, he said, had been entirely misunderstood, and opposition to the scheme was entirely based upon the belief that the Imperial Government demanded of India to pay something which the Imperial Government ought to pay. The advance of Russia in Central Asia was an admitted fact, and she had steadily consolidated her power and strength; but Lord Geo. Hamilton believed that Asia was big enough for the two nations, and, therefore, he did not regard the advance of Russia with jealousy. But it was an undoubted fact that the Minister could ignore that, as Russia increased her strength, she increased her power of mobilisation, and every military man was compelled to admit that, in certain eventualities, large reinforcements must be sent to India. The question had been exhaustively discussed, and military authorities were unanimous on the subject. Lord George Hamilton said that the Admiralty was unable to guarantee the safe transport of troops from England to India, but could guarantee transport from South Africa to India. He regretted the opposition to the scheme, and those who were foremost in opposing would have ultimately to incur much larger expenditure.

A Member here asked: "Is the scheme dropped?" and Lord George Hamilton said he was awaiting a despatch from the Government of India on the subject; and he certainly thought that, if Lord Curzon and Lord Kitchener combined in objecting to the scheme, he could not press the War Office for the increased expenditure which it was ready to incur for placing a reserve at the disposal of India. He believed that the relations between India and England were to the benefit of both; but the military obligations upon this country in connection with India had become an ever-increasing military problem. It was not from India, but Imperial, sources that reinforcements would have to come.

Referring to Lord Curzon, he said that the House had been much interested in his duration of office. The past five years had been a period of exceptional activity in India; Lord Curzon had initiated several movements with indomitable energy; and it seemed to the Government to be a disadvantage if he leaves before seeing them completed. He repeated the statement he had made yesterday, and sincerely hoped that Lord Curzon would be able to enter upon a fresh term under very favourable circumstances. He hoped that the appreciation of national unity and power evoked among the representatives of Indian creeds and nationalities at the Durbar might, under the guidance of the Viceroy and the superlative services of which he was the head, promote Indian education, industry, and agriculture, without progress, in which she could never take the position adequate to her resources and territory.

London, 14th August.

Mr. Brodick said that it was impossible for a Government, considering the defensive needs of the Empire as a whole, to ignore the demands of India in case of emergency. The South African proposal, he said, was made in the interests of India, and the alternative was a considerable increase in the permanent garrison of India. The necessity, therefore, was not due to our difficulties in Europe or to any trouble forced upon India by our Imperial position, but to the needs and difficulties of India herself, and such increase would mean a very heavy charge on the tax-payers of India. He deprecated the strong language of some of the members, which, with the highly-coloured comments of the native Press, were calculated to create the impression that the Imperial Government sought to impose on India charges, which England ought to bear. Such a statement was absolutely unjustifiable. If the South African proposal was abandoned, some future Government of India would have to increase the permanent garrison. It was because he favoured economy in keeping down India's military expenditure that he assented to the proposal of the Government for negotiating a subsidy and an agreement with the Amers, similar to the agreement with his father. He would do his utmost to secure the amelioration of the condition of Indians already in South Africa, and, unless an improvement was guaranteed, he would not sanction any proposals encouraging immigration.

[The latter part of this message does not appear to belong to Mr. Brodick's speech. It reads more like a statement by Lord George Hamilton.]

LATER.

Lord George Hamilton, in his speech, further said that the Viceroy had informed the Amers that he might draw on the balance of the subsidy due to Abdul Rahman; but the Amers had not yet done so. Lord George Hamilton said he objected to the establishment of a separate white force in India; but, in the event of undue strain on our military system, it might be necessary to reconsider the question. He believed that financially any change would not be to India's benefit. Explaining the Budget, he said it must be remembered that the Government of India was regulated by European conceptions. He was afraid that during the next year or two existing surpluses as well as

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the increased income would be absorbed by the improvements we have sanctioned, or are about to sanction, or which are about to be thrust upon the country.

He mentioned that the subject of reinforcing India on an emergency had been exhaustively investigated, during the past few months, by a special branch of the Defence Committee, he himself being present at all the discussions, accompanied by three Anglo-Indian Generals of exceptional experience and knowledge, whilst Lord Roberts and Sir William Nicholson represented the War Office, so that every military authority present was an Anglo-Indian General with a personal knowledge of the question. The investigation was conducted exclusively from an Indian standpoint, with a desire to save Indian finances.

London, 15th August.

A letter in the *Times*, signed "Reformer," declares that the defence of the Empire is a single problem, and if India cannot contribute to the cost of troops in South Africa our interest demands they be kept there at our cost.

LABOUR MEMBER'S PROPOSAL REJECTED.

London, 13th August.

The motion of Mr. Shackleton—that the duties on manufactured goods imposed in 1894 and 1895 be abolished—was rejected. Earl Percy, in contesting the motion, said that those who wanted India to sacrifice 35 millions should suggest other less burdensome sources of revenue.

London, 14th August.

Mr. Shackleton's motion was rejected by 98 against 39. The papers generally condemn the Labour Member's running amuck on India's finances, on behalf of Lancashire, and rejoice at the increase in India's prosperity.

London, 16th August.

Mr. Balfour and the Ministers generally were present during the debate on the Indian Budget, but voted in the division on Mr. Shackleton's motion. No Liberal leaders were present.

GENERAL NEWS.

THE BALKANS.

London, 14th August.

The Turks have captured Kiushevo, and fighting continues outside the town.

The Court-Martial has condemned to death the murderer of M. Eostovsky and his accomplice. The sentence was immediately carried out.

London, 15th August.

Besides the demands already mentioned on the 16th instant, Russia, with a view to the pacification of Macedonia, has demanded the punishment of all officials guilty of excesses, and the re-employment of Foreign Officers in the Gendarmerie and Police, and has simultaneously informed Bulgaria that it would be a dangerous error to regard Russia's attitude at Constantinople as an encouragement to revolution. Russia has also emphasised the necessity of Bulgaria vigorously counteracting the activity of the revolutionists.

The Wali of Monastir has been exiled to Tripoli.

London, 16th August.

The situation in Macedonia is still very threatening. The Macedonian supporters at Sofia are urging the Bulgarian Government to intervene. M. Zoutcheff, President of the Macedonian Committee, who was recently arrested, has escaped from Bulgaria. The importation of arms and ammunition still continues.

THE CUNARD-MORGAN COMBINE.

London, 15th August.

The House of Commons adopted a resolution approving the Cunard-Morgan Combine, by 98 votes to 18.

CLAN STEAMER WRECKED.

London, 13th August.

The *s.s. Clan Macdon*, bound at Bombay, was wrecked at Sagres in Portugal. The crew was saved.

CONSUL-GENERAL FOR ZANZIBAR.

London, 14th August.

Mr. Basil Cave, C.B., has been gazetted Consul-General at Zanzibar.

THE FISCAL QUESTION.

London, 18th August.

Mr. H. O. Arnold-Forster, speaking at Belfast, said that, while he was a believer in Free Trade, he had studied the question intently since Mr. Chamberlain had raised the matter, and was now convinced of the need of a very great alteration in the present system.

CHAMBERS OF COMMERCE AT MONTREAL.

London, 19th August.

The Congress of Chambers of Commerce at Montreal has adopted resolutions urging the extension of commercial treaty rights and the re-organisation of the Consular Service, with a view to the better promotion of the trade of the Empire. "One resolution urges the adoption of a commercial policy based upon the mutual benefit of the component parts of the Empire, and urging the Imperial Government to appoint a special Commission, consisting of representatives from Great Britain, the Colonies and India, to consider the possibilities of these increasing and strengthening the trade relations of the Empire."

COUNTRY CRICKET.

London, 15th August.

The matches Yorkshire v. Derbyshire and Nottingham v. Leicestershire have been abandoned. Sussex beat Hampshire by an innings and twenty runs. Somerset beat Worcestershire by four wickets. Gloucester beat Kent by 219 runs, and Lancashire beat Essex by 119 runs.

[The following was inadvertently omitted from a message of the 8th ult.—Middlesex beat Gloucester by 272 runs.]

SWIMMING CHAMPIONSHIP OF THE WORLD.

London, 16th August.

The Australian Jarvis has won the Swimming Championship of the World at Paris, 500 metres. Curwen, of England, was second.

GREAT NORTHERN ST. Leger.

London, 16th August.

Mr. Musker's *ch. s. William Rufus*, by *Mellon-Silence*, was 1. Lord Londonderry's *b. f. Lady Help*, by *Lodas-Serford*, was 2. "Series" was 3. Won by two lengths; a length divided second and third. Betting: 11 to 10 on *Lady Help*, 13 to 8 against *William Rufus*.

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ARE AT

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FURNITURE AND PHOTO GOODS DEALER.

PLEASE SEE ADVERTISEMENT ON THE 1st PAGE FOR THE GREAT REDUCTION IN PRICES OF PHOTO SUPPLIES. Hongkong, 31st August, 1903.

THE MOSQUITO PLANT.

Capt. H. D. Larymore, R.A., President of North Nigeria, writes to the *Times* on behalf of the "mosquito plant." He says:—

I think it unfortunate that the superficial experiments with a dozen mosquitoes which were conducted in Sierra Leone should have been accepted as conclusive evidence that the plant in question does not possess the properties ascribed to it.

1. The plant employed may possibly not have been the same *ocimum* used and referred to by me.

2. They may not have recovered after transplanting—mine were three to four months regarding their full foliage.

3. The well-known powerful smell of ripe bananas may have negated the scent of the plant in so small a space as the mosquito-net cages mentioned.

Natives from time immemorial have held that the plant does possess the properties I have ascribed to it, and the original cause of its becoming sacred in India, where it is still worshipped, was doubtless due to this fact. On coming home with the plant, which is now at Kew, some medical men on board pooh-poohed the whole idea, without ever having seen the plant, or even examining it. Why this should be it is difficult to understand, and makes one fear that possibly a similar strong antipathy to its introduction may unconsciously have affected the results of the Sierra Leone experiments.

I must again repeat that the particular *ocimum* given me by the natives in Northern Nigeria does possess the power of driving away mosquitoes, especially a healthy plant with its leaves bruised. My wife, who was with me, invariably used the leaves at night under openwork stockings to protect her ankles; and at dinner the complete immunity enjoyed by her was very obvious indeed. In any case, I shall always make a point of having a hedge of the plant, if possible, in every garden I own in the tropics, and can only recommend those who are anxious and willing to add to (not necessarily take from) the security of mosquito netting and quinine, to do likewise.

I see that in "Notes on the Medicinal Plants of Liberia" (the *Pharmaceutical Journal*, Third Series, VIII., 1877-78), Mr. E. M. Holmes records, with reference to *O. citrifo*, that—"Dr. Roberts, of Liberia, entirely substituted the use of the plant for that of quinine in cases of fever of all kinds, giving it in the form of an infusion." As I suggested in my original letter, it would be most interesting to hear of results nowadays from similar treatment; but apart from trying to show that the plant at Sierra Leone will not prove an adequate substitute for the mosquito net, and, possibly also, that the lack of earlier local enquiry and interest in the matter is justly excusable, the energies of the experimenters do not appear to have been directed further.

FLOURISHING IMPOSTURE.

Fifteen thousand of "Mother Eddy's" followers made a pilgrimage to her house in Concord, N. H., says the *New York World*, and paid her their annual homage. She appeared to them on the balcony, a white-haired woman, attired in royal purple and white silk, and wearing a magnificent cape of white ostrich feathers, that fell almost to her knees. Her appearance seemed to awe her followers. They listened reverently while she spoke a few words of welcome, and then formed a living line through which she was driven in her carriage, bowing to them right and left, much as Queen Victoria used to do to multitudes of the royal subjects.

Mark Twain may not have been serious when he prophesied that Christian Science would by and by be the numerically largest of all Protestant denominations, but if he was he might have predicted some wilder things. It is now claimed, and seems probable, that there are 1,000,000 Christian Scientists in the United States. In 1900, by the *Independent's* religious census, they numbered 80,000 only. There were only five Protestants (for to such this non-Christian and unscientific body of Christian Scientists claims to be) denominations credited by the *Independent* with more than 1,000,000 members each—the Methodists, the Presbyterians, the Lutherans and the Baptists of Christ. The new sect of which "Mother Eddy" is the head claims, therefore, to be numerically stronger than any of the Protestant denominations except the five just-mentioned.

After Eddy, Dowry Work is just beginning on the new Scotch tabernacle which Dowry will build at Zion City at a cost of about \$500,000. A special railroad track has been built through the city, and a \$5,000 steam shovel purchased to do the excavating. The building will be a large and pretentious affair of Oriental architecture. It will be 350 by 140 feet, and 140 feet high. It will have skeleton construction, concrete base, limestone outside walls, and red brick. Two of his numerous towers—the front ones—will be 200 feet high, and will contain a clock, a set of chimneys and an observatory. The auditorium will be of horseshoe shape, with 6,000 seats on the main floor, 8,400 in the two galleries, and 1,800 in the choir gallery. A great pipe organ will be placed back of the choir. The dome will be 160 feet above the main floor. The tabernacle will be 65 feet long, 25 feet wide, and arranged like a river, with foliage and running water coming from a waterfall.



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Purest of Emollients and
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The Most Wonderful Curative
of All Time

For Torturing, Disfiguring
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And Purest and Sweetest of
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Cuticura Ointment is beyond question the most successful curative for torturing, disfiguring humours of the skin and scalp, including loss of hair, ever compounded, in proof of which a single anointing preceded by a hot bath with Cuticura Soap, and followed in the severer cases, by a dose of Cuticura Resolvent, is often sufficient to afford immediate relief in the most distressing forms of itching, burning and scaly humours, permit rest and sleep, and point to a speedy cure when all other remedies fail. It is especially so in the treatment of infants and children, cleansing, soothing and healing the most distressing of infantile humours, and preserving, purifying and beautifying the skin, scalp and hair.

Cuticura Ointment possesses, at the same time, the charm of satisfying the simple wants of the toilet, in caring for the skin, scalp, hair, hands and feet, from infancy to age, far more effectually, agreeably and economically than the most expensive of toilet emollients. Its "Instant relief for skin-tormented babies," or "Sanative, antiseptic cleansing," or "One-night treatment of the hands or feet," or "Single treatment of the hair," or "Use after-athletics," cycling, golf, tennis, riding, sparring, or any sport, each in connection with the use of Cuticura Soap, is sufficient evidence of this.

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HOUSES in LEIGHTON HILL ROAD.
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Floor of the Hongkong Club Annex,
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AN UNFURNISHED HOUSE, with
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C. F. DE CARVALHO,
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One GODOWN, No. 2, MATHESON
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Apply to—
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And others to suit various requirements.
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Apply to Mrs. MATHESON,
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A LURKING PHANTOM:
A STORY OF LOVE AND MYSTERY.

BY
JOHN BLOUNDELLE-BURTON
(Author of "The Rhipidaria Plate," "The Year
One," "A Vanished River," &c.).

CHAPTER I.
AN AMERICAN VISITOR.

Lady Bottrell (wife of Sir Geoffrey Bottrell, Bart.—as the Court and other Guides describe him) of Park Lane; Bottrell Manor, Kent; *Mon Repos*, La Turbie, Alpes Maritimes; and half-a-dozen clubs, Political, Social, Yachting, Park and salt happy. For at least, that which Rhoda Bottrell had intensely desired had taken place. Sir Geoffrey, who was not always given to consulting anyone's inclinations and desires but his own, had been won over to giving his consent to that which he had sworn he would never consent to, and had allowed their only daughter and child to become engaged to the man she loved.

And, since Sir Geoffrey was one of those individuals, still common even in this twentieth century, who imagine that the opinion of anyone else cannot possibly be of the slightest value if it runs counter to their own, the marvel is that he ever consented to his daughter marrying the man she loved. Not a marvel, as a matter of fact, because there was love between the two young people in question—since Sir Geoffrey had himself loved and still loved his wife fondly—but because the idea had never dawned upon his mind; because he had not been the first to imagine that such a thing would happen, and because, therefore, since he was not the discoverer—the so to speak, Christopher Columbus of the idea—he strongly disapproved of it.

To put it plainly, had it ever occurred to his mind (which was, in truth, a narrow one) that his child ought to marry for love he would at once have strongly opposed the idea that she could ever be allowed to marry a rich man; and would, consequently, have opposed Cressna him, in exactly the same way that he had now, for some months, opposed Lieutenant Claud Wainwright, R.N., and his aspirations.

But, if his mind was weak, his heart was sound and strong; if he trod a narrow path, at least he trod a straight one; and he loved his child. Before that love, combined with his love for his beautiful wife, all the prejudices of his birth and position, the determination to never see further than the smallest circle which he could draw round him, and the iron discipline with which he was resolute to know nothing of any world that his own little one—nothing at all—might find in the world—graved away. A sad look on his wife's face which seemed to be gradually becoming perpetual tears in the eyes and voice, too, of his daughter, Maud, and Sir Geoffrey was beaten. His mental elasticity softened beneath the tenderness of his heart.

Therefore, only yesterday the announcement had been made of the engagement of Lieutenant Claud Wainwright, R.N., nephew and heir presumptive of Viscount Bohun (who boasted that he was the poorest peer in the Realm), with Maud, only daughter of Sir Geoffrey and Lady Bottrell; and, in consequence, the latter was, as has been said, happy. This announcement had been made through the usual channel in which such important facts are invariably first given to the world; it had then been copied into the weekly ones and, later, into the provincial Press.

"It cannot be revoked now," Lady Bottrell said to herself as she thought of all this. There is nothing—nothing that can prevent their happiness. Nothing.

Yet, as she so mused, she paused for one moment in the act of arranging some flowers in a vase and gazed out across the Park, watching the eternal procession of the fashionable world from Hyde Park Corner to the Marble Arch; the going and coming—and then the going and the coming back again.

But, perhaps, she was not noticing anything connected with the drill-ground of fashion; perhaps she could not have told you that the footman driving the phaeton with the pair of grey hacknicks had taken her into dinner last night, or that the old decrepit peacocks huddled up in her handkerchiefs was the moment at which her house-servant had been told to-night. She could, in solemn truth, have told you none of these things.

For at this moment, her thoughts were far away from London and its most fashionable centre—far away down in the heart of Surrey, amidst the ferns and broken of one of its dolls; while, instead of a well-set-up elderly peer or a worn-out peacock, there came before her two young and beautiful gazes into the face of a man, well-dressed, neat, smart; a gentleman all over so far as external make a gentleman. A man dark and handsome; one who pulled at a heavy black moustache while he looked down at the girl by his side and muttered almost savagely, "You are a fool. You weary me with your ridiculous nervousness and fears."

As to her mind's eye, she saw those two standing almost knee deep amongst the ferns, beneath the mossy oaks, there came a little line—two little lines—across Lady Bottrell's smooth white forehead; the lines that tell the observer as plainly as words could, that thoughts, thoughts anything but happy or pleasant, are the cause of their appearance.

Then, in a moment, those lines were gone; the ideas, the memories that had caused them were gone too; Lady Bottrell put the last Malmaison rose in one vase, the last Emperor of Morocco in another, got up from the table and said again, "What a fool!"

She rang the bell now and asked if the carriage was ready, and if Sir Geoffrey had come in, receiving an affirmative answer to the first question and a negative one to the second; then she bade the footman say that she would go for her drive in the Park in a quarter of an hour.

And, as she spoke, she handed to Lady Bottrell the card which, a moment before, he had been about to leave with the footman.

(To be continued.)

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THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
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Call Flag W.

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1st Floor, 37, Canaught House,
Hongkong, 13th June, 1903. [1703]

ACHE
Ache all over. Throat sore,
Eyes and Nose running, slight
cough with chills; this is La
Grippe.

Painkiller
taken in hot water, sweetened,
before going to bed, will break
it up if taken in time.

There is only one Painkiller,
"PERRY DAVIS."

her drive in the Park in a quarter of an hour
that Miss Bottrell was to be informed of
her decision.

"Miss Bottrell is not in my lady," the man
said. "She is still at the Picture Gallery."

"Oh, yes. Of course. Very well, I will go
alone."

With the exception of her hat and mantle,
Lady Bottrell was already dressed for her after-
noon drive, and it took her maid, Séverine, no
great time to adjust these, so that, under the
quarter of an hour, she was seated in her car-
riage and formed one of that throng in the Park
which, a short time before, she had looked at
without seeing.

Yet such a woman as Rhoda, Lady Bottrell,
could not herself be seen without being ob-
served. Her beauty, still fresh and good to
look upon, although she was now in her thirty-
eighth year, was, as it had always been, striking,
penetrating. Her soft features, of all of which
the softness of her dark eyes was perhaps the
most alluring, were in themselves remarkable;
while her dark hair, absolutely free of one grey
thread as yet, was coiled in great masses behind
her head. Nor did her small mouth need a
poet's straining pen to term it a rosebud, while
her white skin, tinged sometimes on the cheeks,
in moments of excitement or interest, with
the hue of the wild Neapolitan camellia,
completed her good looks.

"A pretty woman," some people said; "a
beautiful woman," others decided; "a lovely
woman," exclaimed still others. And each
and every one spoke according to their tempera-
ment, their fitness of judgment, being, perhaps, in
their eyes, in which, as we are told, is the
seat of judgment as regards beauty.

"A striking looking woman," a middle-
aged, almost grey-haired gentleman who was
seated on the bench opposite Stanhope Gate,
said to a younger man, a stranger, as Lady
Bottrell's carriage entered the Park. "A lady
of rank I should suppose?" he ventured to
add.

"Rather," his casual acquaintance of the
moment, who was a young man of various ap-
pearances, replied. "It is Lady Bottrell, wife
of Sir Geoffrey Bottrell. You wouldn't think
she had a daughter old enough to have her
engagement announced in the papers, would
you?"

"Sincerely. So she has a daughter old
enough to be married! Dear! Dear! To one
who is also a person of rank, I imagine?"

"Yes. Of rank. But no money. To the
future Lord Bohun. The present lord is a
peer—the Dean of Tewkesbury. But he is
silly."

"If the daughter is as goodlooking as the
mother she must be very handsome," the
elderly gentleman said, as he rose from his
seat.

"Oh yes," the other answered. "She is
fairer than I thought her father." Then he
acknowledged the salutation of his ac-
quaintance of a moment, who strolled away
towards Stanhope Gate and so arrived opposite
Sir Geoffrey Bottrell's house, while remaining
on the Park side of the road.

Sitting up very straight in her carriage with
her torso in her lap, as new the driver fol-
lowed in the line up and down, and bowing to
countless people, Lady Bottrell let her thoughts
dwell on the subject that was uppermost in her
mind; on that consent to his daughter's en-
gagement which had been wrested from Sir
Geoffrey after a long and hard fought contest.

"Dear Geoffrey," she said to herself, as she
mused, "dear Geoffrey. It is so like him to
have held out simply because it was our idea,
or rather Maud's desire, and not his. Ah! we
were wrong. We should have told him that
we wanted a Jew millionaire from Kimberley or
something of the sort, and he would straight-
way have insisted on Maud's marrying the
poorest man in the kingdom who is a gentle-
man. However, it is done now and we
have won. Even Geoffrey cannot write to
the papers and say that it is all a mistake and
must be contradicted."

The carriage had reached Alexandra Gate for
the second time by now, the drive had lasted
nearly half an hour, and Lady Bottrell had
done her duty to the world. It was time to
go home and put herself in Séverine's hands
in preparation for the dinner at the elderly
peacock's.

"Turn round and go home," she said to the
footman, who transmitted the order to the
coachman, who had heard it equally as well as he.

It did not take long to return to Stanhope
Gate since the Park was clearing now, not only
of those who went there to be seen, but of
the humbler persons who went to see. Con-
sequently in ten or twelve minutes the carriage
was outside the door of Sir Geoffrey's house
and Lady Bottrell was descending from it,
when she saw that the hall footman was en-
gaged in answering some enquiry addressed to
him by a gentleman standing on the steps. A
middle-aged, almost grey-haired gentleman
who was dressed perfectly correctly and who,
at the moment the carriage drew up, was about
to hand the man a card which he had taken out
of a case.

"Here is her ladyship herself!" the footman
said, as the carriage drove off to the door.
"What is it?" Lady Bottrell asked, as the
gentleman came down the steps, taking off his
hat in a well-bred manner, while she dis-
couraged in a glance that he was totally unknown to her.

"I called, my lady," the latter said, while
sinking his voice in a way that caused Lady
Bottrell to regard him with a hungry stare,
which told plainly that she wondered how he
dared to hint that there might be any mystery
in what he had to say to her. "I called
on a matter of business which concerns you
particularly."

"What do you mean?"

The man gave a half glance over his shoulder
at the footman above who was holding the door
open; a glance which plainly expressed the
suggestion that it would be best for the servant
not to overhear what he had to say; then he
almost whispered, while keeping his back
turned to the man, "I have come to England
to see you privately, my lady. I am a lawyer in
America. From Boston, in the United States."

"Boston?" Lady Bottrell exclaimed, and
although the footman could not hear the word
which, in actual fact, she murmured between
her lips, he could see that she had grown very
pale, indeed white.

"Yes," the man replied. "And, and—
circumstances have arisen which make it im-
perative that I should see your ladyship alone.
I am staying at the Cosmopolitan Hotel. I
will wait on your ladyship at any hour you
may desire, or be prepared to receive you in
private."

And, as he spoke, he handed to Lady Bottrell
the card which, a moment before, he had been
about to leave with the footman.

(To be continued.)

PURE FRESH WATER
THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boiler.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Canaught House,
Hongkong, 13th June, 1903. [1703]

"DARTING"
LANOLINE

Natural Toilet Preparations.

"DARTING" TOILET "LANOLINE" in small and
large collapsible tubes. Makes rough skins smooth
and protects delicate complexions from the effects
of wind and sun.
"DARTING" "LANOLINE" TOILET SOAP is un-
equalled for cleansing and keeping the skin supple.
It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

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W.M. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND
GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT;

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

GENUINE HAVANA CIGARS.

JUST RECEIVED DIRECT FROM HAVANA A SHIPMENT OF FINE HAVANA CIGARS.

BOCK & CO'S AGUILA ORO—	Net Weight	Price	Per Box of
SELECTOS IMPERIALES...	21 lbs.	Mex. \$12.50	25
REGALIA CONICA ...	14 1/2	16.00	50
LICUTANOS ...	4 1/2	9.00	50
HENRY CLAY			
REGALIA ESPECIAL ...	17	17.00	50
PURITANOS FINOS ...	19	11.00	50
LA CORONA—REGALIA BRITANICA ...	15 1/2	16.50	50
LA INTIMIDAD—			
BOUQUETS ESPECIALES ...	12	8.00	25
NOBLEZA ...	13 1/2	8.50	25
J.S. MURIA'S PRINCES DE GILES ...	13	6.00	25

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NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

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PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

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MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

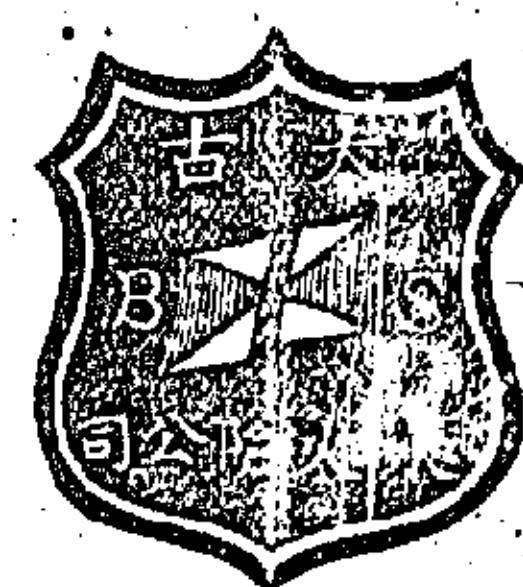
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BUTTERFIELD & SWIRE,

Agents



LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903.

[1319-2]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,

OSAKA AND KAIGAN, WAKAMATSU.

SHIPPING.

ARRIVALS.
 Aug. 31, CHUNYANG, British str., 1,418, Cox, Searaboya and Passaman 21st Aug. Sugar, JARDINE, MATHESON & Co.
 Aug. 31, LOTHIAN, British str., 3,223, J. C. Williams, San Francisco via Japan 28th July, General.—CHINA C. Co.
 Aug. 31, MAIDZURU MARU, Japanese str., 667, T. Saito, Amoy and Swatow 31st Aug., General.—OSAKA SHOSSEN KAISHA
 Aug. 31, OLYMPIA, American str., 1,730, J. Trubridge, Tacoma via Port 3rd Aug. General.—DODWELL & CO. LD.
 Aug. 31, SHANTUNG, British str., 1,835, Quail, Java 2nd Aug. Sugar.—BUTTERFIELD & SWIRE
 Sept. 1, ARIAKI MARU, Japanese str., 2,987, Y. Hori, Kuchinozeta 26th Aug. Coal.—M. B. KAISHA
 Sept. 1, ARNOLD LUTKEN, German str., 1,085, C. Urberfeldt, Saigon 29th Aug. Rice.—E. A. TRADING CO.
 Sept. 1, KAIKAI, British str., 1,142, J. Speed, Shanghai 29th Aug. General.—BUTTERFIELD & SWIRE
 Sept. 1, KLAUTSCHOU, German str., 6,720, Behrens, Shanghai 29th Aug. Mails and General.—MELCHERS & CO.
 Sept. 1, LAIPPOKA, British str., 2,214, A. J. Windelbank, S.N.R., Rangoon via Straits 20th Aug. General.—JARDINE, MATHESON & Co.
 Sept. 1, LOONGSANG, British str., 1,902, G. S. Veigall, Manila 29th Aug. General.—JARDINE, MATHESON & Co.
 Sept. 1, TAIHUNG, Chinese steamer, 1,216, R. Stephenson, Shanghai 29th Aug. General.—CHINESE
 Sept. 1, THALES, British str., 820, A. J. Robson, Amoy and Swatow 31st Aug. General.—DOUGLAS LAFFRAK & CO.
 Sept. 1, ZINTEN, German steamer, 4,368, B. Willhelm, Singapore 27th Aug. Mails and General.—MELCHERS & CO.

CLEARANCES

At the Harbour Master's Office.
 1st September.
 Hue, French str., for Kwangchow.
 Loongsoong, German str., for Shanghai.
 Perl, British str., for Cebu.

DEPARTURES

1st September.
 DORIC, British str., for San Francisco.
 KWEIYANG, British str., for Swatow.
 LIGHTNING, British str., for Calcutta.
 PROGRESS, German str., for Tournai.
 SAMBA, German str., for Yokohama.
 SHIRAI MARU, Japanese str., for Moji.
 SITHONIA, German str., for Hamburg.
 SULTBERG, German str., for Tientsin.

VESSELS IN DOCK

1st September.
 ABERDEEN DOCKS.—
 K. W. LOON DOCKS.—Kaipan, Penbrookshire, Hygia, Nippon Maru, Icin.
 COSMOPOLITAN DOCK.—U.S.A.T. Simmer, Helen Wymen, Changsha, Chinan Maru.

VESSELS ON THE BERTH

SPECIAL 17 DAYS' EXCURSION TRIP TO JAPAN.

THE well known Steamer

"EASTERN."
 Captain Withrop Ellis, will be despatched for KOBE, at DAYLIGHT, TO-MORROW, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.
 For Special Reduced Rates, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 31st August, 1903. [244]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
 "EASTERN."
 Captain W. Ellis, will be despatched for the above port TO-MORROW, the 3rd September, at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 The Steamer is installed throughout with Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 28th August, 1903. [242]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POCHOW.
 THE Company's Steamship
 "THALES."
 Captain Robson, will be despatched for the above ports TO-MORROW, the 3rd inst., at 10 A.M.
 For Freight or Passage, apply to DOUGLAS LAFFRAK & CO., General Managers.
 Hongkong, 1st September, 1903. [246]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL (with LIBERTY to CALL at PHILIPPINE PORTS).
 Proposed Sailings from Hongkong, 1903.
 "MOGUL" 3rd Sep.
 "BRAEMAR" 10th Sep.
 "SATSUMA" 23rd Sep.
 "SHIMOSU" 10th Oct.
 "KURUMAN" 24th Oct.
 "RICHMOND CASTLE" 7th Nov.
 For Freight and further information, apply to DODWELL & CO. LD., Agents.
 Hongkong, 31st August, 1903. [1125]

FOR CANTON.

THE new and fast Twin-Screw Steamer
 "SAN CHEUNG."
 551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. What at Hongkong near Harbour Office.
 First-class Pass. \$5 each way. Meals \$1 each.
 Cargo Freight very moderate.
 J. T. DODWELL & CO.,
 No. 129, Canton Road Central.
 Hongkong, 30th June, 1903. [175]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	12th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	PINOSUEY	Brit. str.	C. Warrell	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	JANOS	Brit. str.	Y. Tsonat	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, &c., VIA PORTS OF CALL.	AWA MARU	Freu. str.	N. Tsonat	MESSAGERIES MARITIMES	5th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	KINTECK	Brit. str.	Yegro	BUTTERFIELD & SWIRE	8th inst. at P.M.
MARSEILLES, LONDON &c., v. S'PORE, &c.	KAMAKURA MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	15th inst.
MARSEILLES, LONDON & ANTWERP.	GLAUCUS	Brit. str.	Hilberson	BUTTERFIELD & SWIRE	18th inst. D'light.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	Hilberson	BUTTERFIELD & SWIRE	29th inst.
MARSEILLES, LONDON & ANTWERP.	PAR LING	Brit. str.	Hilberson	BUTTERFIELD & SWIRE	13th October.
BREMEN, VIA PORTS OF CALL.	KLAUTSCHOU	Ger. str.	Behrens	MELCHERS & CO.	27th October.
HAYRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	To-day, at Noon.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	13th inst.
HAYRE & HAMBURG	ABESSINIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	20th inst.
HAYRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	20th October.
HAYRE & HAMBURG	SAXONIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd November.
TRIESTE, &c., VIA SINGAPORE, &c.	PERSEA	Brit. str.	Craglietto	SANDER, WILKES & CO.	19th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	MOGUL	Brit. str.	Nordkyn	DODWELL & CO. LD.	About 3rd inst.
NEW YORK, VIA SUEZ CANAL	NORDKYN	Brit. str.	A. Beer	SHEWAN, TOMES & CO.	30th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. Pybas	CANADIAN PACIFIC R. CO.	23rd inst. at Noon.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	TARTAR	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	DEUCALION	Brit. str.	W. Thompson	BUTTERFIELD & SWIRE	4th inst.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	SHINANO MARU	Jap. str.	Truebridge	NIPPON YUSEN KAISHA	5th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	OLYMPIA	Brit. str.	A. Christensen	NIPPON YUSEN KAISHA	5th inst.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	TOSA MARU	Jap. str.	P. Craven	PORTLAND & ASIATIC CO.	32nd inst. at P.M.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	INDRASAMHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	13th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	8th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	W. Ellis	GIBB, LIVINGSTON & CO.	11th inst. at 4 P.M.
YOKOHAMA & KOBE	PUNDIT	Brit. str.	W. J. Crellin	JARDINE, MATHESON & CO.	23rd inst. at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	BORNEO	Brit. str.	D. C. Gregor	P. & O. S. N. Co.	To-morrow, 3 P.M.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	T. Harrison	BUTTERFIELD & SWIRE	About 4th inst.
YOKOHAMA & KOBE	EASTERN	Brit. str.	W. Ellis	NIPPON YUSEN KAISHA	12th inst.
YOKOHAMA & KOBE	HIROSHIMA MARU	Jap. str.	J. Nagao	GIBB, LIVINGSTON & CO.	15th inst. at Noon.
YOKOHAMA & KOBE	WAKASA MARU	Jap. str.	J. E. MacMillan	NIPPON YUSEN KAISHA	To-morrow, D'light.
YOKOHAMA & KOBE	KANAGAWA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	11th inst. Daylight.
YOKOHAMA & KOBE	YAMATA MARU	Jap. str.	A. E. Mosses	NIPPON YUSEN KAISHA	25th inst. at Noon.
YOKOHAMA & KOBE	YOSHIO	Brit. str.	Verrois	BUTTERFIELD & SWIRE	9th inst.
YOKOHAMA & KOBE	AUSTRALIAN	Freu. str.	Verrois	MESSAGERIES MARITIMES	5th inst.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	S. de B. Lockyer	BUTTERFIELD & SWIRE	About 6th inst.
YOKOHAMA & KOBE	SIMLA	Brit. str.	Jones	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA & KOBE	CHANG	Brit. str.	W. Groves	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	K. A. Kashi	OSAKA SHOSSEN KAISHA	5th inst.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	I. Goto	OSAKA SHOSSEN KAISHA	To-day.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	Quail	OSAKA SHOSSEN KAISHA	9th inst.
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	Robson	BUTTERFIELD & SWIRE	31st inst.
YOKOHAMA & KOBE	HAISE	Brit. str.	Robson	DOUGLAS LAFFRAK & CO.	To-morrow, 10 A.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	N. Tate	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	G. S. Weigall	TOYO KISEN KAISHA	To-day, at 10 A.M.
YOKOHAMA & KOBE	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	4th inst. at 4 P.M.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	5th inst.
YOKOHAMA & KOBE	SUNGLANG	Brit. str.	Outerbridge	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	9th inst.
YOKOHAMA & KOBE	WECHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	12th inst. at Noon.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	T. Muri	NIPPON YUSEN KAISHA	8th inst. at Noon.
YOKOHAMA & KOBE	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	10th inst. at Noon.
YOKOHAMA & KOBE	C. F. FERD. LARISZ	Ger. str.	Sach	HAMBURG-AMERIKA LINIE	5th inst. at Noon.
YOKOHAMA & KOBE	KUNANG	Brit. str.	H. W. Kenrick	JARDINE, MATHESON & CO.	About 5th inst.
YOKOHAMA & KOBE	TAKETEN	Brit. str.	A. E. Mongor	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA & KOBE	SAIFT	Brit. str.	A. E. Mongor	Chi Wo	Quick despatch.

FOR SINGAPORE AND CALCUTTA.

THE Steamship
 "C. FERD. LARISZ."
 Captain Sachs, will be despatched for the above ports on FRIDAY, the 4th September, at Noon.
 For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
 Hongkong, 28th August, 1903. [243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG."
 Captain G. S. Weigall, will be despatched for the above port on FRIDAY, the 4th September, at 4 P.M.
 This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light and carries a doctor.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 29th August, 1903. [249]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
 "KUMSANG."
 Captain Haller, will be despatched for the above port on SATURDAY, the 6th inst., at Noon.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 1st September, 1903. [242]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamship
 "AUSTRALIEN."
 Captain Verrois, will be despatched for the above port on or about SUNDAY, the 6th September.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 31st August, 1903. [2]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERJIAN GULF, and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "ISCHIA."
 Captain Maganzini, will be despatched for the above on THURSDAY, the 10th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
 Hongkong, 1st September, 1903. [234]

FOR KWAN CHAU WAN.

THE Steamship
 "SWIFT."
 Captain A. E. Mongor, will have quick despatch for the above port.
 For Freight, apply to CHI WO, Agents, Wing Wo Lane.
 Hongkong, 20th August, 1903. [234]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STREAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

* KLAUTSCHOU WEDNESDAY 2nd September

BAIERN THURSDAY 17th September

SEYDLITZ WEDNESDAY 30th September

ROON WEDNESDAY 14th October

PREUSSEN WEDNESDAY 11th November

* HAMBURG WEDNESDAY 25th November

PRINZ HEINRICH WEDNESDAY 9th December

KONG ALBERT WEDNESDAY 23rd December

1904

* KLAUTSCHOU WEDNESDAY 6th January

SACHSEN WEDNESDAY 20th January

BAIERN WEDNESDAY 3rd February

SEYDLITZ WEDNESDAY 17th February

ROON WEDNESDAY 2nd March

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of SEPTEMBER, 1903, at Noon, the Steamship "KLAUTSCHOU," of the Hamburg-Amerika Linie, Captain Behrens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 3rd August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 1st September.

Contents of Packages are required. No Heavy Packages will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 24th August, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG AND INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

"INDRASAMHA" 5,197 R. P. Craven September 13, 1903

"INDRAVELLI" 4,899 W. E. Craven October 14, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth November 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.

Hongkong, 22nd August, 1903. [14]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KONIGSBERG HAYRE, BREMEN and HAMBURG On 15th Sept. Freight & Passengers.

ANDALUSIA HAYRE and HAMBURG On 23rd Sept. Freight.

ABESSINIA HAYRE and HAMBURG On 6th Oct. Freight.

BRISGAVIA HAYRE and HAMBURG On 20th Oct. Freight.

SAXONIA HAYRE and HAMBURG On 3rd Nov. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

137

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila.	Sat., 5th Sep., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 12th Sep., 10 A.M.
PERLA	1890	J. McGinty		

For Freight, or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st September, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"DEUCALION"	On 2nd September.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 5th September.
GLASGOW and LIVERPOOL...	"JASON"	On 17th September.
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL...	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL...	"OANFA"	On 27th October.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA.

The s.s. "DEUCALION" left Singapore on the 28th inst., p.m., and is due here on the 5th inst., 2nd September.

The s.s. "AGAMEMNON" left Singapore on the 31st ult., and is due here on the 5th inst., p.m.

The s.s. "TELEMACHUS" from Tacoma left Moji on the 1st inst. for Hongkong direct.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[10-12]
Hongkong, 2nd September, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"IOHANG"	On 2nd September.
MANILA	"KAI FONG"	On 2nd September.
CEBU and LOILO	"WUCHANG"	On 5th September.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 5th September.
SHANGHAI	"YOHOW"	On 5th September.
MANILA	"CHANGCHOW"	On 7th September.
PORT DARWIN, THE BIRDY ISLAND, COCKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 8th September.
MANILA	"SUNGKIANG"	On 9th September.
YOKOHAMA and KOBE	"CHINGPU"	On 12th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivaled table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[11]
Hongkong, 2nd September, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, via SHANGHAI, HAI MOI and KOBE (Passing through the Inland Sea)	BORNEO D. C. Gregor, R.N.R.	About 4th September	Freight and Passage.
SINGAPORE and BOMBAY	TIENSHAN H. W. Kourick, R.N.R.	About 5th September	Freight only.
LONDON, &c.	CHUSAN W. W. Cooke, R.N.R.	Nov. 12th	See Special Advertisement.
SHANGHAI	SIMBA S. de B. Lockyer, R.N.R.	About 12th September	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA W. Hayward, R.N.R.	About 18th September	Freight and Passage.

Taking Cargo for Marseilles and London, via Singapore. Calling at Penang if sufficient inducement offers.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
[1]
Hongkong, 2nd September, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUL via SWATOW	"DAIJI MARU"	SATURDAY, 5th September.
ANFING via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 2nd September.
FOOCHOW via SWATOW	"K. A. KASHI"	September.
AND AMOI	"ANPING MARU"	WEDNESDAY, 9th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tsimshui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 31st August, 1903.
T. ARIMA, Manager. [15]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	N. Tate	3876	Wednesday, 2nd September, at 10 A.M.
"BOHILLA MARU"	E. P. Bishop	3869	Tuesday, 8th September, at 10 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 31st August, 1903.
K. NAKASHIMA, Manager. [178]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—PORTS FRANÇAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 8th September, 1903, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 7th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 27th August, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"CHUSAN"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 12th SEPTEMBER, at NOON, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 1st September, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEZE AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"PERSIA"

Captain Cragliotto, will be despatched at above on SATURDAY, the 19th September, p.m.

This Steamer has special accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 25th August, 1903. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

"EASTERN"

Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a daily qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd August, 1903. [2419]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"NORDKYN" Captain A. Beer.

will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to
SHAW, WATSON & CO., General Agents.
Hongkong, 31st August, 1903. [2440]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$1. Return Ticket \$5.

2nd Class \$1.50. Return Ticket \$2.50.

3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.

The Steamer runs an Excursion Trip Every Sunday in Summer.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 2nd September, 1903. [2113]

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903. [1964]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1903. [8]

NOTICES TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LIMITED, Agents.
Hongkong, 26th August, 1903. [2407]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKO.

HAMA, KOBE and MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and on lease.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 27th August, 1903. [7]

"INDRADEO" LINE OF STEAMERS.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.
Hongkong, 26th August, 1903. [2406]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected. **HAMBURG-AMERIKA LINE, HAMBURG OFFICE.**
Hongkong, 27th August, 1903. [2416]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd September, will be landed at Consignees' risk and expense into Godowns at Barr Point.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., General Managers.
Hongkong, 31st August, 1903. [2451]

M. CHADWICK KEW

DENTAL SURGEON,
No. 39, QUEEN'S ROAD, CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. India.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 27th August, 1903. [1]

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo, when the "Petrach" was on fire at Shanghai, 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognised.

SANDER, WIELER & CO., Agents.
Hongkong, 31st August, 1903. 2445

GRIMAULT & CO Medicinal Skin Soap.

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERE, 8 Paris



BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

KAHLER'S BUSCH BREWERY ASSOCIATION, ST. LOUIS.

KEATING'S POWDER.

IS HARMLESS TO ANIMAL LIFE.

KILLS MOSQUITOES, BEETLES, MOSQUITOES, MOSQUITOES.

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ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.

The FORTY-FIRST ANNUAL ISSUE. The CHRONICLE and DIRECTORY, although printed in smaller type than formerly, and condensed in every possible manner, contains every year more pages.

Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,374, \$5.00. Directory only pp. 1,170, \$3.50.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.
No. 38, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

45 to 50 percent Discount Allowed. [1568]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Scotts and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "
"PENTON" SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIP

